

**DETROIT INTERMODAL FREIGHT TERMINAL PROJECT**  
**Local Advisory Council Meeting**  
**March 10, 2004**  
**Notes**

**Purpose:** To discuss the progress of the DIFT Project.

**Attendance:** See attached.

**Discussion:**

**Meeting Conduct Procedures**

Mohammed Alghurabi asked those in attendance to introduce themselves. He then indicated that the meeting conduct procedures would allow LAC members to first ask questions/make comments. Then, the observers in attendance would have their items discussed during the “public comment” section of the meeting.

**Review of Notes**

Mohammed Alghurabi requested of the LAC members that had extensive comments to notes of the December 2003 and/or February 2004 LAC meetings to provide them directly to him at the end of the meeting. He then asked for those who had less-extensive corrections to express them. Chuck Goedert indicated that he wanted a revision on page 4 and on page 5. There were no other requested revisions to the notes.

**Social/Cultural Evaluation**

Joe Corradino pointed to the agenda packet where information was provided in response to a request by Olga Savic at the February LAC meeting for an overlay of the key population being studied in the social/cultural evaluation. Joe Corradino indicated that the entire terminal area of each of the intermodal terminals was covered by the composite of the key population groups.

Chuck Goedert provided lists in response to a request for such by MDOT of those who could be interviewed in conducting the social/cultural effects evaluation.

Kathryn Savoie indicated that she is also compiling a list and would provide some information in writing at the end of the meeting. She asked about the approach being used in this area. Joe Corradino indicated that as many individuals/groups as possible identified as having an understanding of the social/cultural issues of the key populations were being contacted. About 15 to 20 such interviews had been conducted to date. Questions being asked address the makeup of the “social fabric” that affects key populations, i.e., facilities, programs, services.

Kathryn Savoie asked if organizations are not necessarily ethnic, but can have an effect on those issues that Joe Corradino mentioned, would it be appropriate to submit them as well. It was acknowledged that submitting a list of those organizations was appropriate.

### **March Public Meetings**

Joe Corradino indicated that, based upon input from LAC members, the mailer announcing the next round of public meetings had been completed, translated to Arabic and Spanish and was being printed. He stated that no further adjustments could be made to it. He noted that about 20,000 mailers would be sent to residents and business owners in the three terminal areas. About 3,000+ of these mailers are to be distributed through community-based organizations that have indicated a willingness to assist. Karen Kavanaugh requested an electronic copy of the flyer. Chuck Goedert also requested an electronic copy. Kathryn Savoie indicated that she would mail 1,500 notices, if they were provided by the MDOT Project Team.

Chuck Goedert asked if the request for the transcriptions of the public meetings were decided. Joe Corradino indicated that review of the matter by MDOT at a meeting earlier in the day had concluded that transcriptions would not be provided nor would the meetings be tape-recorded. Joe Corradino indicated that the public gatherings were informal meetings and not public hearings, in the legal sense. MDOT records/transcribes formal public hearings. Joe Corradino indicated that in the past, the Project Team has taken extensive notes of the exchange at the public meetings, particularly questions, comments and responses following formal presentations. That would be done again.

Kathryn Savoie indicated that there are many comments that are made in the informal give-and-take during the public forum portion of the meeting that are not recorded. Joe Corradino indicated that the issues/questions offered by the public to individuals of the Project Team in the public forum session are recorded on note cards and then summarized for discussion by the Project Team. That information from past meetings had been made known to the LAC.

Joe Corradino indicated that a presentation of the materials to be used during the public meetings of March 29<sup>th</sup> through April 1<sup>st</sup> will be available for LAC review on the evening of March 24<sup>th</sup> at the Dearborn Holiday Inn.

### **CSX Gate**

Joe Corradino pointed to a letter in the agenda packet by Karen Kavanaugh (unsigned) to CSX (Tom Drake). He asked Karen for any further elaboration on the status of the developments dealing with CSX's proposed gate at Dix/Waterman to its portion of the Livernois-Junction Yard. Karen Kavanaugh provided to the group a signed letter to CSX on the subject. Representative Steve Tobocman indicated that some study is being done of an alternative to the

Dix/Waterman gate through a western terminal entrance. He then asked whether there was a possibility of placing a bridge over the rail line or a tunnel under the rail line within the yard. Joe Corradino indicated that the Project Team is studying a western gate entrance to Alternative 3, the Consolidation option. He indicated that the opportunity for a western gate is also being studied for Alternative 2. With respect to a bridge, Joe Corradino stated he believed it was not doable. (Subsequent to the meeting, the MDOT Project Team began examining a way to get underneath the rail lines. That information will be presented at the March 24<sup>th</sup> LAC meeting.) Paul Nye asked if it were possible to modify Alternative 2 to accommodate CSX's needs and those of the community. Joe Corradino reiterated that a western entrance to CSX's portion of the terminal was being considered in the analysis of Alternative 2. Joe Corradino stressed that, in order to enter the yard from the west, Lonyo and Central Avenue crossings of the railyard must be addressed. Karen Kavanaugh recognized that some grade separation would be necessary.

Mohammed Alghurabi was asked whether there was a response to the request at the February LAC meeting that the MDOT representative dealing with the CSX gate be at the March public meetings to answer questions. Mohammed Alghurabi indicated that the matter was being reviewed by MDOT management and a response would be forthcoming at the March 24<sup>th</sup> meeting of the LAC.

Joe Corradino then discussed the extension of a truck-only road that has a portion inside the terminal to external points at Springwells/I-75 and Schaefer/Rotunda. He reminded the LAC that he had indicated in the past that the viability of the truck-only road external to the terminal would be in question with the reduction of annual daily truck traffic from 16,000 in the Feasibility Study to 5,000 for the DEIS. The maximum number of trucks in and out of the peak hour in 2025 would be no more than about 100. This level of traffic, in light of the expense of

building this special driveway to either Springwells/I-75 or Schaefer/Rotunda external to the terminal, would not make either truck-only road external segment viable.

Greg Gorno asked if there were any consideration given to the “tolling” of the truck-only road. Joe Corradino indicated that, while he had not discussed this specific matter with the railroad companies, he believe that their attitude towards the sensitivity of the cost of intermodal transportation would likely produce a negative reaction to placing a toll on the roads that provide access to the terminal. Greg Gorno indicated that one of the strongest points for a consolidated terminal was to remove trucks from the local streets of Detroit and he believed that the lack of a truck-only road extending outside the terminal will affect the viability of the Consolidation alternative. Joe Corradino responded by indicating that traffic accessing the consolidated terminal will not use local streets based on the placement and design of the gates proposed to be located either at Livernois or Wyoming Avenues. There are to be no terminal access points in the neighborhoods. Instead, trucks will use I-94 to gain access to Livernois Avenue and Wyoming Avenue and other major highways like Miller Road and Schaefer to go from I-75 to I-94 and the western terminal gates.

Kathryn Savoie asked for the number of trucks that would use the consolidated terminal. Joe Corradino indicated that the total was about 5,000 per day in 2025.

Bill Schrader asked if information will be available at the next round of public meetings that will reflect the changes that have been made over the past several months to the proposed terminals including the truck-only road. The response was yes.

Chuck Goedert asked, in light of the changes being made in the proposed Ferndale CN/Moterm terminal, if a position by FHWA would be available by the meeting. Joe Corradino indicated that a discussion was held that day with FHWA on the consultant's position that the only feasible and prudent alternative for CN/Moterm terminal expansion was into the Fairgrounds. He indicated that no response from FHWA had been forthcoming and none was likely until the Draft Environmental Impact Statement was released for public review.

Kathryn Savoie asked if there were any significant issues like parklands or historic properties around the terminals. Joe Corradino indicated there are likely to be a few properties that are considered eligible for the National Register of Historic Places that will be affected by at least the consolidation of intermodal at the Livernois-Junction Yard. Joe Corradino indicated he believed there were also a few historic issues associated with MC Depot.

Chuck Goedert asked for elaboration on the concept of a sound wall associated with expansion of the terminal into the State Fairgrounds. Joe Corradino responded that preliminary analysis pointed to the placement of a noise mitigation wall on the east side of the rail line south of 8-Mile Road.

Bill Schrader asked if there were any wall associated with the CP/Oak terminal. Joe Corradino indicated that there was a wall along the north edge of the proposed expansion of the CP/Oak terminal.

Karen Kavanaugh asked if there were any information available on the economic impacts associated with the DIFT. Joe Corradino indicated that such information is expected to be available at the March 24<sup>th</sup> meeting of the LAC.

Chuck Goedert asserted that the development of the terminal into the Fairgrounds would cause loss of all the community advantages gained through the consent decrees of the early 1990s. Joe Corradino indicated that there was no reason for consent decree items to be reduced and the concept for expanding the CN/Moterm terminal south into the Fairgrounds reflected components of the consent decree with respect to such items as noise attenuation.

### **Ambassador Bridge**

Joe Corradino pointed to information in the agenda packet conducted by an organization known as Weston Solutions under contract with the Ambassador Bridge. He indicated that the results of that study were that there were no significant effect of operating the Ambassador Bridge (7,500+ cars per day and 5,500+ trucks per day) in terms of noise, air quality or vibrations. Joe Corradino also referred to information distributed at an earlier LAC meeting dealing with the Riverview-Trenton railyard approval by the U.S. Surface Transportation Board. He noted that the environmental document of the STB indicated that there were no negative impacts associated with establishing the Riverview-Trenton intermodal facility and a number of positive effects were cited. Joe Corradino indicated that, while the Riverview-Trenton project was considerably smaller than the Livernois Yard and/or the Ambassador Bridge and, even though it was located some distance from both of the latter, that the trends in the information presented by the STB and by the Ambassador Bridge consultants indicate that intermodal has no significant negative effects and some positive effects. Kathryn Savoie indicated that it is unfair to compare the Riverview-Trenton intermodal project with the DIFT. She noted that yard is smaller and that any increase in truck activity is not a good thing. She also noted that new tools are officially available for measuring air quality including the model known as MOBILE6.2.

Joe Corradino noted that the MDOT Project Team is aware of the official issuance of MOBILE6.2. A discussion with FHWA of the effects of the official release of that model resulted in FHWA reiterating that the air quality analysis protocol established for the DIFT was unaffected.

Joe Corradino referred to the analysis done by the consultant for the bridge with respect to air pollutants. He noted a “burden” analysis of emissions was conducted. That type approach is consistent with the work that is being done for the DIFT under the air quality analysis protocol.

Bill Schrader indicated that he was not surprised by the air quality results for the Ambassador Bridge. He noted that many people do not understand the impact that cleaner diesel engines will have on the environment. He indicated that he is in the business of dealing with diesel engines and that he has first-hand knowledge of the improvements that can be and will be made. He indicated, however, that his concern was more the ability to control dust at the intermodal facilities under study.

### **Potential Relocation Sites**

Joe Corradino referred to the agenda packet and indicated that there were a number of sites established by the MDOT Project Team that appeared to be eligible for relocation of businesses that could be affected by the DIFT Project. He noted that the dozens of sites that had been inventoried, which is only a partial list of the land available, cover more than 1,000 acres. He also indicated that, at the request of Kathryn Savoie, he reviewed the City Planning Commission’s 2002 report on the potential relocation of businesses/jobs that exist around the Livernois-Junction Yard. Joe Corradino indicated that the CPC report referenced that 87 percent of the businesses interviewed wanted to stay in the area. He indicated that that was consistent

with the results of MDOT's interview of business owners. Karen Kavanaugh asked if she could have an electronic copy of the list of potential relocation sites. Joe Corradino indicated that he would make that available.

Karen Kavanaugh asked if the analysis presented in the agenda packet was of sites that were privately owned. Joe Corradino noted that it was a mix of private and publicly-owned lands.

Chuck Goedert asked if an investigation had been conducted to ensure that the sites were conducive to the relocation of businesses. Joe Corradino responded that such an analysis had not been done. Chuck Goedert then asked if the materials presented in the agenda packet on relocation sites were "basically a drive-by inventory." Joe Corradino responded yes. Chuck Goedert asked if it had been determined that these sites were ready for relocation. Joe Corradino indicated that the listed sites display characteristics which indicate they are "suitable" for relocation of businesses that may be affected by the DIFT. Bill Schrader noted that MDOT has been in contact with the businesses that could be relocated at the CP/Oak terminal. He noted that MDOT is handling the situation well.

### **Interesting Materials**

Joe Corradino referred to a series of articles in the agenda packet and invited the LAC to review them at their leisure.

### **Other**

Bill Schrader asked Marc Higginbotham about the jobs that are being offered by NS Railroad. Marc Higginbotham indicated that there were four hiring sessions held in 2003 and the first one for 2004 would be held on March 17<sup>th</sup>. He noted that intermodal is the fastest growing sector of

NS's business and it has opened a significant number of positions. Nevertheless, it is difficult for him to forecast when the next hiring session will be held after March 17<sup>th</sup>.

Bill Schrader asked if there were a projection of what would happen at the NS railyards. Marc Higginbotham indicated that the Dodge Report for the construction industry publishes information that it develops on the railroads' plans.

Steve Tobocman offered that NS should project exactly when the opportunities for jobs might be made known so the public would not be frustrated by going to a job hiring session and not being immediately hired.

Paul Nye asked Marc Higginbotham if NS had quantified the number of jobs that it is intending to fill. Marc Higginbotham indicated that he did not have that number.

Kathryn Savoie indicated that she wanted further explanation of why zip code 48217 was not included in the economic analysis. Joe Corradino indicated that the request for inclusion was received too late in the model-building process to include it.

Kathryn Savoie indicated that it was her understanding that Maria Anita Salinas of Community Action Against Asthma requested a seat on the LAC and that MDOT said no for various reasons including it was too late in the DIFT study process. She offered that LAC meetings would likely continue through the end of 2004 and, therefore, addition of Maria Salinas would be appropriate. Mohammed Alghurabi indicated that Ninfa Cancel represents Community Action Against Asthma and is a member of the LAC. Steve Tobocman asked that further discussion of the matter of representation on the LAC be handled at a later time.

Karen Kavanaugh indicated that Maria Anita Salinas asked for the opportunity to make a presentation at an LAC meeting. Mohammed Alghurabi responded that the information that would be presented was requested and had not been provided by CAAA. Chuck Goedert indicated that the LAC gets stacks of material at their meetings, not in advance of them, and offered that having advanced information from CAAA did not seem to be fair. Paul Nye recommended that CAAA's presentation be on the agenda for the next regular meeting of the LAC.

Chuck Goedert asked what the activity levels were when the Fairgrounds was used for the CN/Moterm terminal. Joe Corradino indicated that he believed the lifts were about 100,000+ per year at that time. Joe Corradino indicated that at that time, about 20 acres of Fairgrounds property were being used by CN. He also indicated that he was aware that CN had been negotiating for as much as 80 acres at the Fairgrounds.

Chuck Goedert asked how long will the social/cultural interview process go on. Joe Corradino indicated that it would go on until the information was needed for the preliminary DEIS, which is to be submitted to MDOT by the end of April. Steve Tobocman indicated that he would also provide a list of names for interview by the end of the week.

Chuck Goedert asked if there had been review of the proposal by the Huron Metro Parks for use of State Fair property. Joe Corradino indicated that such a plan had been received and that the CN/Moterm terminal expansion at the Fairgrounds had been modified based, in part, on the number of proposals that were being made to the Fairgrounds. The revised conceptual design will be presented at the March 24<sup>th</sup> meeting. Paul Nye asked if the information on the

Fairgrounds concept could be shown before the March 24<sup>th</sup> meeting. Joe Corradino responded that was not possible.

Chris Gulock indicated that it had been stated that both the Detroit River Tunnel Project and the expansion of CN/Moterm terminal could not happen in the same place. He then asked what happens if DRTP gets approved after the CP terminal expansion is approved. Joe Corradino indicated that it was difficult to understand why someone would approve a project which could not fit in an area. Chris Gulock asked if the CP railroad had eminent domain powers. Joe Corradino indicated that he did not believe so. Chris Gulock asked questions about the compatibility between the Jobs Tunnel project and expanding the CP/Expressway terminal. Joe Corradino indicated that if the DRTP project were approved first, then expanding the CP/Expressway terminal would not be considered further. Nevertheless, while both proposals are being contemplated, the issue becomes one of impacts. He noted that the proposed expansion of the CP/Expressway terminal would be associated with a total of about 200 trucks a day or the equivalent of 10 trucks in and 10 trucks out of the terminal in the peak hour. On the other hand, DRTP has indicated that it will divert to the tunnel one-half of the bridge's truck traffic. Currently, that means 3,000 trucks (two-way) each day would use the tunnel today. Those trucks must find their way out of the tunnel to the highway system. The impact of those trucks versus the 200 trucks per day in 2025 of the DIFT will be different. Furthermore, the interface of either project with the revitalization of the MC Depot for the police headquarters will have to be considered. Chris Gulock asked if the police department project goes forward at the MC Depot site, could the DIFT still be expanded. Joe Corradino indicated that they were compatible.

Steve Tobocman asked about the relationship of the bi-national study of a new border crossing with the developments of intermodal at the MC Depot. Mohammed Alghurabi indicated that the implications of those projects on the DIFT would be discussed in the DEIS and that MDOT is coordinating all of those projects so it is aware of issues associated with each. Joe Corradino noted that while the bi-national study is considering a number of options, that the Jobs Tunnel is a private-sector proposal that is on its own separate path seeking various approvals.

### **Public Comment**

Maria Anita Salinas indicated that she will make sure that Mohammed Alghurabi receives the presentation that CAAA wished to make at the next LAC meeting. With respect to a membership on the Local Advisory Council, she noted that she was born and raised in the community and an advocate of the local community around the Livernois-Junction Yard. Paul Nye asked Maria Anita Salinas how much time she needs for her presentation. She indicated 15 to 30 minutes.

The question was raised by a member of the general public of the 87 percent statistic quoted by Joe Corradino from the study conducted by the Detroit City Planning Commission of those businesses that could possibly be relocated by intermodal terminal expansion. Joe Corradino indicated that 87 percent figure was a response of the business owners who indicated they would prefer staying in the area. There was no definition in the City Planning Commission's report of how many jobs that represented.

Paul Nye asked Marc Higginbotham how many people were hired through the four hiring sessions conducted in 2003. Marc Higginbotham responded that 20 would be an expected

number. Maria Anita Salinas asked if there had been any feedback on those hirings. Marc Higginbotham indicated he could not respond to that question.

Marty Connour asked if the placement of the gates at either option for the Livernois-Junction Yard were going to affect the MARS facilities. Joe Corradino indicated that the access to MARS would be maintained by any expansion proposal.

Byna Camden asked where the gate to the terminal at the Fairgrounds will be placed. Joe Corradino indicated that the gate will be on the south side of 8-Mile Road within 50 yards to the west of the railroad overpass of 8-Mile Road. A member of the Ferndale community asked if the existing gate on 8-Mile would be closed. Joe Corradino indicated that the northern gate that now exists would be closed.

Robert Hanley indicated that SEMCOG has reported 8-Mile Road is becoming congested, and now the DIFT intends to add 5,000 trucks daily to 8-Mile Road. Joe Corradino explained the forecast of truck activity was NOT 5,000 DIFT trucks on 8-Mile Road. He also indicated that the net increase in DIFT trucks over the normal development by CN/Moterm was about 20 trucks in and about 20 trucks out in the peak hour. Carmine Palombo indicated that SEMCOG had not made any such forecast of congestion on 8-Mile Road.

A member of the Brotherhood of Railroad Operators indicated that information about Norfolk Southern and its hiring sessions could be obtained from the NS Web site.

Chris Gulock asked if Governor Granholm rejects expansion of the CN/Moterm terminal at the Fairgrounds, what alternatives exist. Joe Corradino indicated that Alternative 1: No Action and Alternative 3: Consolidation were still available.

Paul Nye asked if any other options were being considered. Joe Corradino indicated that options will be addressed in the EIS.

With those comments, the meeting concluded at 9:30 p.m.

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**DETROIT INTERMODAL FREIGHT TERMINAL PROJECT**  
**Local Advisory Council Meeting**  
**March 10, 2004**  
**Attendance**

**LAC Members**

Name	Representing	Phone
Todd Birkell	Oakland County	
Chuck Goedert	City of Ferndale	248-398-6030
Greg Gorno	GTSI & Det. Intermodal Assn.	
Chris Gulock	City Planning Commission	
Marc Higginbotham	Norfolk Southern	
Paul Nye	Ford Motor Co.	
Carmine Palombo	SEMCOG	
Kathryn Savoie	CBRA	
Bill Schraeder	Southfield Jeffries Bus. Assn.	313-838-8387
Steve Tobocman	State Representative, District 12	

**LAC Observers**

Name	Representing	Phone
Mohammed Alghurabi	MDOT	517-373-7674
Michael Boettcher		
Scott Bradford		
Chris Brayman	City of Dearborn	
Kardy Brooks		
Karen Cairo		
Byna Camden	ICARE	
John Cavanaugh		
Marty Connour	MARS Industries	
Joe Corradino	The Corradino Group	313-964-1926
Amanda D'Angelo		
Jeff Edwards	MDOT Metro Region	
John Edwards		
Michael Flowers	Wayne Co. Dept. of Environment	
Charlita Frazier		
Lisa Goldstein	SW Detroit Environmental Vision	
Gale Govaere		
Brendi Vega Mkhwanazi		
Bob Parsons	MDOT Public Involvement	
Sherry Piacenti	MDOT Real Estate	
Dorothy Pierce		
Linda Schneider		
Rita Screws	MDOT Detroit TSC	
Olga Savic	Rep. Tobocman	
Chris Singer	Detroit News	
Greg Stano		
Chuck Tucker	City of Ferndale	
Cari Varner		
Jason Wade		
Doncle Wilkins		
Lauren Zajac	University of Michigan	

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